

It is blindingly clear that glare is a significant problem. European headlamp systems with sharp cutoff and automatic, not manual, beam levelers should be adapted to US requirements ASAP. Glare is not an issue of sealed beam vs halogen vs HID. A poorly illuminating sealed beam high mounted on a pickup truck with 1/2 ton of stuff in the bed and weak springs is worse for glare than properly aimed HID beams on a low slung sports coupe. The problem is that it is now possible to get the HID's mounted on that pickup truck - with HID's increased illumination levels, the problem is exacerbated.

With the large Baby Boomer age cohort well into the years when nighttime visual acuity decreases, a retreat to low powered beams serves no useful purpose. HID's are a good way keep the older driver (and the rest of us) safer at night, but only with the adoption of technology that cuts glare.

Glare from overtaking trucks and SUV's is especially bad because of their high mounted beams of all kinds. Can anyone provide me with a single cogent argument against harmonizing bumper and headlamp heights for trucks and cars? Please don't suggest approach angle for off-roading because that is nonsense. This single step would greatly decrease mirror reflected glare from these vehicles which are now half the total market. Further, it is a low cost solution.

Thanks for allowing me to comment.